

**140**

TsAMO, f. 20076, on. 1, d. 7A, l. 36.

## 141

In the documents I studied of the 20th SAD and the Air Force of the 9th Army for June-July 1941, the name Pokryshkin occurs once, in the report "Analysis of the tactics of the units' work", signed by A. Osipenko: "We have many cases of unauthorized sorties of fighters without a task (55th IAP, Atrashkevich, Pokryshkin) ... "No mention of six (according to the memoirs) of German aircraft shot down by Pokryshkin was found in the documents.

**142**

Pokryshkin A.I. Know yourself in combat. - M .: Publishing house  
DOSAAF, 1986.

**143**

TsAMO, f. 20076, on. 1, d. 7A, ll. 19-20, 28-30.

**144**

RGVA, f. 4, op. 15-6, d. 2, l. 16.

## 145

Data from the collection "Soviet Aviation in the Great Patriotic War 1941-1945" are given. in numbers". The team of authors V.G. Nikiforova, General Staff of the USSR Air Force, 1962, updated in a number of cases according to the primary documents of the Air Force units of the Odessa District.

**146**

TsAMO, f. 229, op. 181, d. 3, ll. 307–310.

**147**

Most likely, this is just a coincidence, since there is no mention of such a distribution of enemy forces in the documents of the Air Force Headquarters of the Odessa District.



**148**

TsAMO, f. 20078, on. 1, d. 8, l. 1.

**149**

TsAMO, f. 20078, op. 1, d. 11, l. 1.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

**151**

TsAMO, f. 20078, op. 1, d. 11, l. 2.

**152**

TsAMO, f. 20078, on. 1, d. 14, l. 2.

**153**

TsAMO, f. 20078, op. 1, d. 11, l. 54.

**154**

TsAMO, f. 20078, on. 1, d. 14, l. 3.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.



**156**

Walter Weiss. Chronik Kampfgeschwader Nr. 27 Boelcke, Teil 2,  
the translation was provided by A. Beirbakh.

**157**

TsAMO, f. 20076, on. 1, d. 8, l. 7.

**158**

TsAMO, f. 20076, on. 1, d. 8, l. 3.

**159**

**160**

TsAMO, f. 20076, on. 1, d. 2, ll. 1.2.

**161**

TsAMO, f. 20076, on. 1, d. 2, l. 1.

**162**

TsAMO, f. 20076, on. 1, d. 7A, l. 4.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.



**164**

TsAMO, f. 20076, on. 1, d. 2, l. 2.

**165**

TsAMO, f. 20076, on. 1, d. 8, l. 2.

**166**

TsAMO, f. 20076, op. 1, d.8A, l.7.

**167**

TsAMO, f. 228, op. 724, d. 10, ll; 2–4.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

**169**

KhazanovD. Decree. op. Page 144.

**170**

Walter Weiss. Chronik Kampfgeschwader Nr. 27 Boelcke, Teil 2,  
the translation was provided by A. Beirbakh.

## 171

Pokryshkin, in his memoirs, claims that in the “middle of the day” on June 22, his flight (three MiG-3 fighters) flew out to reconnoiter the Romanian Roman airfield, where “airplanes were clearly visible against the green background of the airfield; the congestion is large, like at an aviation exhibition.” There is no great exaggeration here, given that two fighter groups of the JG-77 squadron were based in Roman. However, the command of the regiment and division did not dare to make a decision to strike at the enemy airfield.



Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

**173**

TsAMO, f. 20078, opv 1,d. 11, l. Z.

**174**

TsAMO, f. 20078, op. 1, d. I, l. 4.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

**176**

TsAMO, f. 20078, op. 1, d. I, l. 9.

**177**

TsAMO, f. 20078, op. 1, d. 11, l. 7.

## 178

Bombs weighing 100 kg (similar to the Soviet FAB-100) were not in service with the Luftwaffe at all, the next caliber after 50 kg was a heavy 250-kg high-explosive bomb. The Heinkel He-111 of the H-3 series (it was this modification that was delivered to the Romanian Air Force) could take up to 32 50 kg bombs, so the message about 40 bombs dropped by two aircraft may well be true.

TsAMO, f. 20078, op. 1, d. 11, ll. 14–15.



**180**

TsAMO, f. 228, op. 724, d. 10, l. 20.

**181**

TsAMO, f. 228, op. 724, d. 10, l. 40.

**182**

TsAMO, f. 20078, on. 1, d. 11, l. 10.

**183**

TsAMO, f. 228, op. 724, d. 10, l. 41.

**184**

TsAMO, f. 228, op. 724, d. 33, l. 5.

**185**

TsAMO, f. 138, op. 12940, d. 12, l. 10.

**186**

TsAMO, f. 20078, op. 1, d. I, l. 4.

**187**

TsAMO, f. 20078, on. 1, d. 11, l. 55.



**188**

TsAMO, f. 20078, op. 1, d. I, l. 14.

**189**

TsAMO, f. 228, op. 724, d. 10, l. 17.

**190**

TsAMO, f. 228, op. 724, d. 10, l. 17.

## 191

True, Pokryshkin writes in his memoirs that the fighters of the 55th IAP covered the bombers during the raid on Iasi: "And now our bombers, nine by nine, are heading for the target. My couple, having refueled, also headed for Iasi. There, our entire squadron, led by Atrashkevich, escorts the bombers. When approaching the city, I saw clouds of smoke rising to the sky, and fiery flames below. Huge bonfire of enemy vehicles. We are loitering in the sky, we are carefully searching, we are ready for the possible appearance of Messerschmitts. Below us, among the smoke, nine SBs continued to drop bombs ... "

**192**

TsAMO, f. 228, op. 724, d. 10, l. 18.

**193**

TsAMO, f. 228, op. 724, d. 10, l. 20.

**194**

TsAMO, f. 228, op. 724, d. 10, l. 41.

**195**

TsAMO, f. 228, op. 724, d. 33, l. 4.



## 196

From coal, liquid fuel with an octane number of about 40–45 was obtained. By adding to it a "horse dose" (up to 0.8 ml per liter) of tetraethyl lead - the large-scale production of which was also successfully organized - the Germans received synthetic motor gasoline with an octane rating of about 70-74. For automobile and tank engines, this was quite acceptable, for aircraft engines of the 40s - no longer.

## 197

The bridge at Chernavod was a grandiose structure: a two-tiered railway and automobile overpass, under which three "threads" of the oil pipeline were suspended. The total length of the spans of the bridge was 750 meters, the maximum height above the water surface was 70 meters, the total length of the overpass, taking into account the access overpass, reached 1660 meters.

**198**

TsAMO, f. 138, op. 12940, d. 12, l. 5.

## 199

The Pe-2 bomber, as you know, was developed on the basis of a high-speed high-altitude fighter. A 2-seat fighter version of this machine, with reinforced small arms, without a dive machine and brake bars, was mass-produced under the name Pe-3; the flight range of the Pe-3 exceeded 2 thousand km.

Khazanov D.B. 1941. War in the air. Bitter lessons. — M.: Yauza, Eksmo, 2006.

**201**

Kuznetsov N.G. The day before. - M.: Military Publishing, 1969.

Russia - XX century. Documentation. 1941 Book 1. - M .:  
International Fund "Democracy", 1998. Pp. 570.

**203**

TsAMO, f. 228, op. 724, d. 33, l. 19.



TsAMO, f. 20078, on. 1, d. 8, ll. 21–22.

**205**

MO, f. 20078, on. 1, d. 8, l. 23.

Khazanov D.B. 1941. War in the air. Bitter lessons. — M.: Yauza, Eksmo, 2006.

## 207

RRAB (rotary-scattering bomb). It was a container in which several hundred small incendiary charges were placed (sometimes in the form of glass balls with a self-igniting liquid). After the drop, the container was spun by the oncoming air flow, opened up and dispersed incendiary mini-bombs over an area of several hectares.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

Morozov M. "Ilyushin's torpedo bombers over the Black Sea." Aviation History Magazine #1-2/2003.

Khazanov D.B. 1941. War in the air. Bitter lessons. — M.: Yauza, Eksmo, 2006.

Reinhardt K "Turn near Moscow. The collapse of Hitler's strategy  
in the winter of 1941/42. Per. with him. - M.: Military Publishing House, 1980. Pp. 134.



**212**

TsAMO, f. 228, op. 724, d. 33, l. 2.

**213**

TsAMO, f. 20076, on. 1, d. 7-A, l. 23; d. 8, ll. 3, 7.

**214**

TsAMO, f. 20076, on. 1, d. 7-A, l. 23.

**215**

TsAMO, f. 20076, on. 1, d. 7-A, l. 3.

**216**

TsAMO, f. 20076, on. 1, d. 7-A, l. 23.

**217**

TsAMO, f. 20078, on. 1, d. 11, l. 14.

**218**

TsAMO, f. 20078, op. 1, d. I, l. 10.

**219**

TsAMO, f. 20076, on. 1, d. 7-A, l. 23; d. 8, ll. 3, 7.



**220**

TsAMO, f. 20076, on. 1, d. 2, l. 3.

Bemad D., Karlenko D., Roba J.-L. From Barbarossa to Odessa. Vol. 1. The Air Battle for Bessarabia, Ian Allan Publishing, 2007.

**222**

TsAMO, f. 20076, on. 1, d. 8-A, l. 8.

**223**

TsAMO, f. 228, op. 724, d. 10, l. 8.

**224**

TsAMO, f. 20078, op. 1, d. I, l. 10.

**225**

TsAMO, f. 20076, on. 1, d. 8, l. 2.

**226**

TsAMO, f. 20076, on. 1, d. 7-A, l. 4.

**227**

TsAMO, f. 20076, on. 1, d. 7-A, l. 4.



**228**

TsAMO, f. 20078, on. 1, d. 11, l. 54.

**229**

TsAMO, f. 228, op. 724, d. 10, ll. 20, 24.

**230**

TsAMO, f. 228, op. 724, d. 10, l. 32.

**231**

TsAMO, f. 228, op. 724, d. 10, l. 36.

**232**

TsAMO, f. 228, op. 724, d. 10, l. 39.

**233**

TsAMO, f. 228, op. 724, d. 10, ll. 41, 45.

**234**

TsAMO, f. 228, op. 724, d. 10, ll. 49, 56.

**235**

TsAMO, f. 228, op. 724, d. 10, l. 52.



**236**

Artillery Supply in the Great Patriotic War 1941-45. Statistical collection. T. 1. Moscow - Tula, GAU Publishing House, 1977 (hosted by [Hawww.soldat.ru](http://Hawww.soldat.ru)).

**237**

The shells are different, for each regular artillery system a lot of shells of different weight and purpose were developed; conditional average weights are given.

1941 - lessons and conclusions. Col. authors at hand. V.P. Nelasova.  
- M.: Military Publishing House, 1992. Pp. 179.

**239**

TsAMO, f. 20078, on. 1, d. 8, l. 28.

**240**

The order number and date are not indicated in the document; judging by the context, the order was given no earlier than June 30, 1941.

**241**

TsAMO, f. 228, op. 724, d. 33, l. 2.

## 242

It is impossible in principle to give an exact figure: aircraft arrived, departed, broke down and were repaired, decommissioned and replaced with new ones; some reports are as of June 1, others as of June 22; inside the same directory (see item 145 in the list of sources) the figures are 962 aircraft, including 798 serviceable ones, and 950, including 767 serviceable ones.

**243**

TsAMO, f. 35, op. 107559, d. 6, ll. 4-37, 80-82, quoted from: "Soviet aviation in the Second World War in numbers" (see p. 145).



Stratulat A., Zhirokhov M. "At the signal" Ardyalul ". Romanian Aviation June 22, 1941. Journal "Aviation and time". No. 6/2002.

**245**

TsAMO, f. 228, op. 724, d. 33, l. 7.

**246**

TsAMO, f. 20076, on. 1, d. 7-A, l. 36.

**247**

TsAMO, f. 20076, on. 1, d. 7-A, l. 23.

**248**

TsAMO, f. 20076, on. 1, d. 8, l. 7.

**249**

TsAMO, f. 20078, on. 1, d. I, l. 29.

**250**

TsAMO, f. 20078, on. 1, d. 11, l. 54.

**251**

TsAMO, f. 228, op. 724, d. 33, l. 5.



**252**

TsAMO, f. 20078, on. 1, d. 11, l. 55.

**253**

TsAMO, f. 20076, on. 1, d. 7A, l. 34.

**254**

TsAMO, f. 35, on. 11333, d. 23, l. 349.

**255**

TsAMO, f/228, op. 724, d. 33, l. 4.

**256**

Reports of monthly losses of Luftwaffe squadrons according to the General, Office of the documents of the Luftwaffe Quartermaster Chief were provided by Matti Salonen (Finland).

**257**

"News of the Central Committee of the CPSU". No. 7. 1990.

TsAMO, f. 35, op. 107559, d. 5 (vol. 1), pp. 116–153, 170207, cited in: "Soviet aviation in the Great Patriotic War 1941–1945. in numbers". The team of authors V.G. Nikiforov. Main headquarters of the USSR Air Force, 1962.

Solonin M. At peacefully sleeping airfields, 2nd ed. - M.: Yauza Eksmo, 2009. Pp. 487–488.



**260**

TsAMO, f. 229, op. 181, d. 3, l. 311.

**261**

TsAMO, f. 229, op. 181, d. 3, l. 314.

**262**

MO, f. 229, op. 181, d. 33, l. 82.

**263**

TsAMO, f. 229, op. 181, d. 33, l. 85.

**264**

TsAMO, f. 229, op. 181, d. 3, l. thirty.

**265**

Novikov L. In the sky of Leningrad. - M .: "Nauka", 1970

**266**

ovan with reference to the RF AP, op. 24, d. 378, l. 196.

**267**

Slyusareva N. "My father is a general." Magazine "Day and Night". No. 1  
/2010 <http://magazines.russ.ru/din/2010/l/sll6.html>



**268**

TsAMO, f. 229, op. 181, d. 3, l. 276.

**269**

TsAMO, f. 229, op. 181, d. 19, l. 1.

Khazanov D. Battle for the sky. 1941. From the Dnieper to the Gulf of Finland.  
— M.: Yauza, EKSMO, 2007.

**271**

"Newspaper in Kiev", 06/22/2006 history/ (http://mycityua.com/  
2006/06/22/090022. html)

Summer 1941. Ukraine: documents and materials. Chronicle of events. Collection, comp. V. Zamlinsky. - Kyiv: Ukraine, 1991. Pp. 136 (quoted in D. Khazanov, op. cit.).

Meltyukhov M. The initial period of the war in the documents of military counterintelligence. In the collection: "The tragedy of 1941. Causes of the disaster." - M.: Yauza - Eksmo, 2008.

Report of the Commander of the Air Force of the South-Western Front of August 21, 1941. Cit. by: "Collection of military documents of the Great Patriotic War", vol. No. 36. - M.: Military Publishing House, 1958. Pp. 109–122.

## 275

A summary of the losses of Luftwaffe aircraft for June 22, 1941 according to the Military Archive of the Federal Republic of Germany (VA-MA RL 2 III / 1177) [www.airforce.ru/history/](http://www.airforce.ru/history/) Larintsev, on compiled by R. [http://](http://www.airforce.ru/history/) posted [ww2/22june41/index.htm](http://ww2/22june41/index.htm)



TsAMO, f. 359, op. 6435, d. 1, l. 2, cited in: "Military Historical Journal". No. 7/1989. Page 31.

**277**

TsAMO, f. 229, op. 181, d. 15, l. 7.

**278**

TsAMO, f. 229, op. 181, d. 15, l. 2.

**279**

TsAMO, f. 229, op. 181, d. 33, l. 280.

**280**

TsAMO, f. 229, op. 181, d. 33, l. 12.

**281**

TsAMO, f. 35, op. 30202, d. 30, ll. 7, 8; cited in: SBD No. 36. Pg. 123–126.

**282**

TsAMO, f. 229, op. 181, d. 19, l. 6.

**283**

Bagramyan I.Kh. Thus the war began. - M.: Military Publishing, 1971.



**284**

TsAMO, f. 229, on.81 d.15 l.10

**285**

Archipenko F.F. Notes of a fighter pilot. - Kharkov: "Delta", 1999.

**286**

Memoirs of A.P. Bilenko was provided by his son A.A. Bilenko (Ukraine, Donetsk).

**287**

Russian Archive, Great Patriotic War. T. 13. Orders of the People's Commissar of Defense of the USSR. - M.: "TERRA", 1994. Pp. 202.

**288**

In a number of documents, his surname is written as Derevyanov.

**289**

TsAMO, f. 17 IAP, op. 518594, d. 1, ll. 2, 3, 14.

**290**

TsAMO, f. 229, op. 181, d. 10, l. 9.

**291**

TsAMO, f. 229, op. 181, d. 3, ll. 95–97.



**292**

TsAMO, f. 229, op. 181, d. 33, l. 25.

**293**

TsAMO, f. 68 GvIAP, op. 519112, house 1\*I. Z.

**294**

TsAMO, f. 17 IAP, op. 518594, d. 1, l. 3.

**295**

TsAMO, f. 229, op. 181, d. 10, l. 307.

**296**

TsAMO, f- 35, op. 30802, d. 21, l. 19, cited in: SBD No. 38. Pg. 9.

**297**

TsAMO, f. 229, op. 181, d. 10, l. 180, 181.

**298**

TsAMO, f. 17 IAP, op. 518594, d. 1, l. 7.

**299**

TsAMO, f. 229, op. 181, d. 10, l. 182.



## 300

“Yesterday, January 17, 1939, Chairman of the Presidium of the Supreme Soviet of the USSR Comrade. MM. Kalinin, in the presence of a number of members of the Presidium, presented orders and medals to the awarded fighters, commanders and political workers of the Red Army ... Colonel Zykanov made an ardent speech on behalf of the awarded. Tov. Zykanov speaks of the exceptional concern for people that is manifested in the

country of socialism: - The party and the government see the heroes and honor them with dignity. At the first call of the party and the government, we are ready to repulse any enemy.” True, January 18, 1939

**301**

Krasovsky S.L. Aviation life. - M .: Military Publishing House, 1968. Pp. 119.

**302**

TsAMO, f. 229, op. G81, d. 33, l. 49.

## 303

The headquarters of the KG-55 squadron was armed with several Me-110s, and they were actively used in the combat operations of the first days of the war; at least one Me-110 received serious (40%) damage on June 22, but was able to land at the Labunie airfield. Perhaps it is the presence of these aircraft that explains the references in the documents of the 15th SAD to the downed enemy aircraft of the two-keel scheme (identified as Me-110 and Do-215).

**304**

Compiled according to TsAMO, f. 229, op. 181, d. 14, ll. 1–4 (telegraph tape on a letterhead) and TsAMO, f. 229, op. 181, d. 14, l. 37 (typewritten. Entrance No. 037 dated June 26).

**305**

TsAMO, f. 28 IAP, op. 272001, d. 2, l. 1.

**306**

TsAMO, f. 229, op. 181, d. 14, l. 102.

## 307

2 Me-109, 1 He-111 and 3 PZL-23. Of course, it was impossible to detect any Polish fighters in the Lvov area on June 23, 1941. It remains to be assumed that the German short-range reconnaissance and spotter Henschel Hs-126 was identified as the PZL-23. This aircraft (known to us under the nickname "crutch") - a high-wing "parasol" scheme with a strut wing, a fixed landing gear and an air-cooled engine, was very similar in external outlines to the Polish PZL-11 and PZL-24 fighters.



**308**

TsAMO, f. 35, on. 11333, d. 23, ll. 357, 359.

**309**

TsAMO, f. 229, op. 181, d. 15, l. 14.

## 310

The day of June 26 was the day of the most productive actions (more precisely, the biggest declared victories) for the German fighters from the JG-3 squadron, they then reported 68 Soviet aircraft shot down in air battles. In just 9 days of June, they claimed 258 victories, that is, an average of 29 aircraft per day.

**311**

TsAMO, f. 229, op. 181, d. 14, ll. 99-100.

## 312

All other collections of documents of the 28th IAP begin from much later dates: the "Journal of Combat Operations" opens with an entry dated October 15 (!), Correspondence of political agencies - from August 7, orders for the regiment - from October 31, plans for combat and political training - since November 28, 1941; documents in the archive file of the 23rd IAP begin on August 23, 1941.

In the famous book by V. Schwabedissen "Stalin's falcons. Analysis of the actions of Soviet aviation in 1941-1945. many memoirs of German pilots are cited with such, approximately, content: "Several times I almost ran into Russian fighters, flying through their system, and they did not even open fire ... until the fall of 1941, we either did not encounter Soviet fighters, or those they just didn't attack us ... Soviet fighters stopped attacking as soon as the Junkers opened fire back.

**314**

Irreversibly lost (more than 60% damage according to the accounting system adopted by the Luftwaffe) aircraft lost "from enemy action and for unknown reasons" are taken into account.

**315**

Reports of monthly losses of Luftwaffe squadrons according to the General, Office of the documents of the Luftwaffe Quartermaster Chief were provided by Matti Salonen (Finland).



**316**

A. Isaev with reference to TsAMO (f. 229, op. 181, d. 25, sheets 25–26) cites the following data: from June 22 to 30 inclusive, 180 aircraft were shot down in air battles, 70 aircraft were shot down by anti-aircraft guns. It is not clear whether downed I-15s are included in these figures? In any case, these 250 aircraft make up no more than 14% of the minimum (excluding aircraft in "caps" and emerging regiments) initial strength of the Air Force of the Southwestern Front.

**317**

The only mention of the losses of this regiment was found only in the operational summary of the headquarters of the combined arms army and can be very inaccurate.

**318**

TsAMO, f. 68 GvIAP, op. 598359, d. 2.